

DUNELM ESTATES

WRITTEN REPRESENTATION

HIGHWAYS ENGLAND'S RESPONSE

1. *APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE PROPOSED M4 JUNCTIONS 3 TO 12 SMART MOTORWAY*

1.1 *We do not object to the development per se, but we do have concerns regarding the building phase of the development and its likely impacts on our Dunelm retail premises off Pincent's Lane, Reading RG31 7SD; which directly backs on to Junction 12 of the M4.*

1.2 *Being located so close to Junction 12, we are concerned at the higher levels of noise, dust and construction traffic that will undoubtedly exist, plus increases in congestion in the area, during the construction phase of the development and in particular with respect to Bath Road.*

Highways England Comment

1.2.1 For the West Berkshire Council area, the construction noise assessment concluded that construction noise and vibration effects were generally slight adverse for daytime, evening and night-time works. The construction noise and vibration assessment was provided in paragraphs 12.4.32 to 12.4.87 of Chapter 12, 'Noise and Vibration', of the Environmental Statement ("ES") (Application Document Reference Number 6-1) and Appendix 12.3 of the ES (Application Document Reference Number 6-3).

1.2.2 The proposed construction compound at Calcot is identified as Construction Compound 2, as shown on sheet 2 of the Works Plans (Application Document Reference 2-3). The Dunelm retail premises are over 300 metres from the construction compound and, taking into account this distance, the shielding provided by other buildings and the prevailing noise levels, the construction noise effects due to compound activities are slight.

1.2.3 Highways England will employ best practicable means to minimise noise and vibration levels during the works. There will be close liaison with relevant local Environmental Health Officers, affected residents and commercial operations, to ensure that noise and vibration during construction are effectively managed.

- 1.2.4 The procedures for managing noise and vibration during construction, including a protocol for compliance monitoring, will be documented in the Construction Environmental Management Plan (“CEMP”). The outline CEMP, which was included with the Application (Appendix 4.2A of the ES (Application Document Reference 6-3)), will be finalised in consultation with the relevant Local Authorities, prior to commencement of construction works. Section 12 of the outline CEMP details noise and vibration measures to be implemented.
- 1.2.5 An assessment of construction dust has also been undertaken for the Scheme and is presented in Chapter 6 of the ES, specifically in paragraphs 6. 5.6 and 6.5.8 to 6.5.10 for the area around Junction 12. A wide range of air quality mitigation measures for the construction phase, including both demolition and construction, have been identified, as described in Appendix 6.1 of the ES and in Chapter 6 of the Outline CEMP. These measures are based on Institute of Air Quality Management (“IAQM”) guidance. The mitigation measures include standard mitigation measures (Section 6.2 of the Outline CEMP) and additional mitigation measures (Section 6.3 of the Outline CEMP) where residential properties are close to construction compounds, as is the case for Construction Compound 2. Section 5.6 of the Outline CEMP also includes measures on site construction layout to control dust, mud and spoil.
- 1.2.6 Construction Traffic will be managed and mitigated via the provisions of the Construction Traffic Management Plan (“CTMP”). The CTMP will be developed in consultation with local authorities to ensure impact to the local network is minimised, as required by requirement 18 at Schedule 2 of the Development Consent Order (Application Document Reference 3-1), which will be agreed in consultation with local authorities. An outline of the CTMP was provided at Annex E to the Outline CEMP (Application Document Reference 6-3) which includes some preliminary mitigation (section 2.6 and chapter 3) that will be further developed in consultation with relevant stakeholders (in line with Section 2.4 of the CTMP).
- 1.3 *Indeed, Construction Compound No 2 will be located off Bath Road which is the main road access to Pincents Lane. This will dramatically increase the number of vehicle movements off Junction 12 of the M4 and down Bath Road – this will come on top of the increase in traffic movements expected from the Ikea development off Pincents Lane currently under construction – causing even more congestion, especially at peak times. We are concerned that*

this will impact negatively on our store's trading ability as customers may find it difficult to reach our store / exit from Pincent's Lane at peak times. We would therefore request to be kept apprised of the progress of the application and the submission of any Traffic Modelling and Traffic Management Plans relating to Junction 12 of the M4 area.

Highways England Comment

- 1.3.1 The construction works near to Dunelm Estates' premises will be predominantly accessed from the mainline M4 and via the main construction compound near junction 8/9. The compound in question, Construction Compound 2 is located at junction 12, but it is a satellite compound, which will support construction activity at the far end of the Scheme and a vehicle recovery area. On that basis, it will not generate a significant increase in traffic flows in the area. The CEMP provides for early engagement with relevant local authorities to develop the CTMP in order to mitigate the effects of construction traffic and to ensure impact to the local network is minimised.
- 1.3.2 The CTMP, provided in Annex E to the Outline CEMP, will govern the access and construction routes to the localised bridge sites. Traffic flows in the local area were included in the traffic modelling for the Scheme (see Traffic Forecasting Report), however these figures will be updated during the development of the CTMP, which will include consideration of existing traffic flows and businesses in the area (including IKEA which is due to be operational next year). The traffic model used to derive traffic forecasts for the Scheme assessed the traffic generated by the retail premises that predated the new IKEA store. Drawing on data obtained from the publicly available Transport Assessment for the IKEA development submitted in support of application 11/00208/COMIND subsequently approved by West Berkshire Council on the 4th April 2012, the number of trips predicted to be generated by IKEA was found to be lower than the numbers generated by the previous occupiers (as included in the traffic modelling for the Scheme). Therefore the model has assessed the likely worst case scenario traffic situation in and around Junction 12.
- 1.3.3 Dunelm Estates will be kept apprised of any updates to the traffic modelling which may occur that affect the area in question and on the submission of the CTMP. This commitment is secured in the CEMP.